

Attachment 2

North San José Area Development Policy Update Associated General Plan Amendments

GPT04-04-06a and GPT04-04-06b Proposed Text Amendment to the San Jose 2020 General Plan

Summary

Text and Land Use/Transportation Diagram amendments to the General Plan are proposed as part of an update to the North San José Area Development Policy: GPT04-04-06a; GPT04-04-06b, GP04-04-06a & GP04-04-06b. The proposed text amendments include changes to incorporate the updated North San José Area Development Policy, the creation of two new land use designations, changes to height limits and changes to the transportation network. The proposed Land Use Diagram amendments include designation of approximately 600 acres with the new Industrial Core Area designation and designation of approximately 335 acres with the new Transit/Employment Residential District overlay designation.

The precise text changes are included in the following pages. The proposed Land Use/Transportation Diagram changes are described below and illustrated in Attachment 3.

Land Use Diagram Changes:

- 1) Apply the Industrial Core Area designation to the properties bounded by Brokaw Road to the south, Zanker Road to the east, Montague Expressway to the north, and along its western edge by Orchard Parkway north of Atmel Way and by Highway 101 south of Atmel Way.
- 2) Apply the Transit/Employment District Residential (55+DU/AC) Overlay designation to the indicated portions of North San José generally in the vicinity of the Metro, River Oaks, Baypointe and Cisco Way light rail stations (see attached description).

Transportation Network Changes:

- 1) Zanker Road from Montague Expressway to Skyport Drive
Existing designation: Arterial (80 ft - 106 ft)
Proposed designation: Arterial (115 ft - 130 ft)
- 2) Montague Expressway/Trimble Road junction
Existing designation: none
Proposed designation: Grade Separation
- 3) Montague Expressway/McCarthy Boulevard/O'Toole Avenue junction
Existing designation: none
Proposed designation: Interchange

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IV. GOALS AND POLICIES

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Revise text in section “Urban Design Policies, Transit Areas Exceptions” as follows:

- TRANSIT AREAS: Within a reasonable walking distance of an existing or planned passenger rail station, the maximum building height shall not exceed 120 feet (“reasonable walking distance” is generally assumed to be approximately 2,000 feet along a safe pedestrian walkway). Along the Guadalupe Transit-Oriented Development Corridor, within the City/County Civic Center and for properties within reasonable walking distance of the light rail stations located within the boundaries of the North San Jose Area Development Policy, the maximum building height is 150 feet.

Revise text in section “Urban Design Policies, Specific Sites and Geographic Areas Exceptions” as follows:

- In the North San José/Rincon de Los Esteros Redevelopment Area, the maximum building height is ~~90~~ 120 feet.
- In the portion of the North San José/Rincon de Los Esteros Redevelopment Area bounded by Brokaw Road to the south, Zanker Road to the east, Montague Expressway to the north, and along its western edge by Orchard Parkway north of Atmel Way and by Highway 101 south of Atmel Way, the maximum building height shall be defined by the airspace requirements of the San Jose International Airport as determined by the Federal Aviation Administration, but not to exceed 250 feet in any event.

V. LAND USE/TRANSPORTATION DIAGRAM

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North San Jose Area Development Policy:

Revise text in section “North San José Area Development Policy” as follows:

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North San José is one of the premier industrial areas of the City and policies that promote industrial development are a critical to maintaining a healthy balanced economy ~~of for~~ San José. In response to specific regional traffic issues affecting North San José, the City adopted the North San José Area Development Policy to limit new development within the Policy area. ~~conjunction with the Golden Triangle Task Force, the City established limits to development in North San José and on March 1, 1988 adopted the North San José Area Development Policy.~~ The area where this policy applies generally matches the boundaries of the Rincon de Los Esteros Redevelopment Area and includes all property within the City located north or west of Interstate 880 and south of Highway 237, ~~the Bayshore Freeway (State Route 101), Berryessa Road and Sunerest Avenue.~~ The details of this policy are discussed below in the Golden Triangle Area.

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The Golden Triangle Area:

Revise text in section “The Golden Triangle Area” as follows:

An underlying philosophy of the City's planning program and of this General Plan is that land use planning and transportation planning must be closely integrated. The transportation network links residential areas to commercial and industrial centers. The General Plan integrates the land use and transportation elements into one cohesive policy for the City of San José. It is the intent of the Plan that planned land uses and the transportation network are balanced.

The Golden Triangle Area of San José, largely consistent with ~~consisting of~~ the North San José, ~~Alviso and Berryessa Planning Areas,~~ is a unique sub-area of the City from both land use and transportation perspectives. Currently, the majority of the area is devoted to or planned for industrial activities. Three major transportation corridors (Routes 237, 101, and 880) pass through North San José, carrying workers from San José's southern residential areas to the employment centers of Downtown and North San José and to the northern cities of Santa Clara County. This has contributed to severe traffic congestion throughout the northern portion of the County by exacerbating the prevailing regional commute pattern. More than in other parts of San José, achieving a balance between land use and transportation in North San José is dependent on regional, inter jurisdictional solutions because the causes of traffic congestion problems cross city boundaries.

~~To resolve the transportation concerns, a multi-jurisdictional "Golden Triangle" Task Force was established in 1985. The goal of the Task Force was to improve the balance of employment densities, housing supply, and transportation infrastructure in the Golden Triangle Area, recognizing that an integrated land use and transportation strategy was the most realistic approach. The Golden Triangle Area includes the entire jurisdictions of Milpitas, Santa Clara, Sunnyvale, Mountain View and Palo Alto, and portions of Santa~~

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~~Clara County as well as the North San José, Alviso and Berryessa Planning Areas of San José. The Task Force consisted of representatives from the five cities, the County of Santa Clara, and the Santa Clara Manufacturing Group.~~

~~The Task Force identified several innovative solutions to address the land use and transportation concerns. In June 1987, the Task Force supported a four-point strategy which was adopted in concept by most of the participating Golden Triangle cities. The four-point strategy included:~~

To address these transportation concerns, the City has adopted an Area Development Policy that provides specific guidelines for new development within the North San José area. These guidelines are based on four major strategies:

- Transportation Demand Management (TDM) techniques which contribute to the reduction of the number of single occupancy vehicles on the roadway system during the peak travel period. TDM techniques include ride sharing and alternative transportation modes such as riding public transit or bicycles and walking.
- Capital improvements which augment the transportation infrastructure within the Golden Triangle Area. Innovative revenue sources are being developed-incorporated to fund high priority road, bicycle, pedestrian and transit projects.
- Growth management policies which control development within the Golden Triangle including a policy establishing a limit upon the square footage amount of new 0.35 Floor Area Ratio (FAR) limit for non-residential construction and a Transportation Level of service policy for local streets.
- Housing construction within the Golden Triangle which brings residents closer to job centers and reduces cross-County commutes. The additional housing units are expected to help support the anticipated employment growth.

This four-point strategy is consistent with and supported by existing General Plan Goals and Policies. These measures to improve traffic levels of service directly implement the Growth Management Strategy and indirectly support the Economic Development Strategy by removing a barrier to industrial development and employment growth.

~~The Golden Triangle Task Force presented an opportunity for San José to work with neighboring cities on the regional transportation problem. The major concepts of the strategy developed by the members of the Golden Triangle Task Force will be furthered through~~ San José also addresses regional traffic concerns through ~~San José's~~ participation in the Santa Clara County Congestion Management Program, first adopted in 1991. Under the Congestion Management Program, San José is the first city to develop an area-wide Deficiency plan for the Golden Triangle area of San José. Approved by the congestion Management Agency (CMA) in December 1994, this Deficiency Plan for North San José acknowledges locations of significant traffic congestion and identifies actions and physical improvements to offset traffic impacts due to congestion and supports transit, bicycle and pedestrian alternative commute modes. Future development

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in North San José will continue to contribute to the implementation of these actions through site-specific design and through contributions to the funding of area-wide improvements.

San José is also participating through the CMA to develop a similar strategy to identify ways to "offset" locations of severe congestion on countywide transportation facilities such as freeways and expressways. This plan, known as the Countywide Deficiency Plan, will identify actions in which all cities will participate to encourage transit and other non-automobile transportation alternatives throughout the County. By continuing to work together, participating cities are implementing solutions for the benefit of all.

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Add the following text following the definition of Transit Corridor Residential:

Transit/Employment District Residential: 55+ Dwelling Units per Acre

A high-density residential overlay designation that indicates areas in which City Policy supports residential development as an alternate use at a minimum average density of 55 units per acre. The site may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors, with residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses should be addressed through the rezoning and development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.

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Add the following text following the definition of Industrial Park:

Industrial Core Area

A mid-rise industrial park area primarily intended for industrial office and research and development facilities. Although allowed land uses are similar to the *Industrial Park* designation, development intensity and site design elements should reflect a more intense, transit-oriented land use pattern than that typically found in *Industrial Park* areas. This designation permits development with commercial uses on the first two floors, with industrial use on upper floors, as well as wholly industrial projects. Mixed-Use projects incorporating high-density residential development are also permitted.

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provided that the residential development is integrated within, compatible with and clearly subservient to an industrial project and generally accounts for no more than 25 percent of the total developed site land area, and provided that the industrial uses are developed prior to or concurrent with the residential uses. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within the Industrial Core Area. Typical intensity for industrial development ranges from a Floor Area Ratio (FAR) of 0.7 to 2.0. New development should orient buildings towards public streets and transit facilities and include features to provide an enhanced pedestrian environment.

APPENDIX E. MAJOR COLLECTOR STREETS

page E-3

Major Collector Streets:

Add the following text to the table:

<u>Charcot Avenue</u>	<u>Two Lanes from Junction Avenue to Old Oakland Road</u> <u>Four Lanes from Junction Avenue to North 1st Street</u>
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